

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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This is UNEVALUATED

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THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

STZ Tractor

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1. The STZ tractor has the following specifications:
 - a. Four cylinders;
 - b. Weight- about five tons;
 - c. Fifty-five horsepower;
 - d. Size of piston - 105 mm.;
 - e. Six cast iron pistons; and
 - f. Crankshaft lies on five composition main bearings.
2. Connecting rod (bielnite) bearings are of composition construction. The motor is ignited at first with benzine. After being warmed up, it uses gas as a fuel. The motor is equipped with magneto ignition which causes frequent and considerable trouble. The entire tractor has been constructed crudely and heavily. However, it is very sturdy when operating in poor, heavy, and clay soil.
3. The so-called factory defects usually consisted of broken connecting rod bearings, since the piston with its connecting rod was very heavy and its composition construction could not withstand the shock and the heat during the operation of the motor.
4. The heads of the motors often crack. The motor becomes unserviceable after the second or third cracking of the head and therefore more than two thirds of the imported tractors can not be used.

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5. The tractor has one reverse and four forward speeds. The third speed forward is most frequently used for ordinary work. The flywheel is heavy and often breaks its bolts. The differential is connected directly to the main drive. On heavy soil, the teeth of the gears break and fall into the differential and pinion gears. The ball bearings of the gears wear rapidly.

DT - 54 Tractor

6. This tractor is similar to the STZ except that it is fueled with oil. A single cylinder small motor (German model DKV-250 cubic centimeters) is used to start the motor of the tractor. The bearings usually wear out in two seasons, and the crankshaft axles are very soft and become elliptical quickly.
7. The fuel pump is defective and therefore the tractors rarely operate on all four cylinders. This causes the heads of the motors to crack. The fuel nozzles also become defective very often. This tractor is not as sturdy as the STZ tractor and lasts for a shorter operating period. It pulls five 22-centimeter plows in soft earth and three 25-centimeter plows in dry earth.

ZIS-105 Trucks

8. This 80 horsepower truck is a poor imitation of the old Studebaker model. It has the following specifications:

- a. Capacity of load - three tons;
- b. 55-60 per 100 consumption;¹
- c. Piston size - 100 millimeters.

The motor block is constructed very crudely. The truck requires a major overhaul after 45,000 to 50,000 kilometers. Practically none of the ZIS-105 trucks are ignited with electric motors. This is because the electric motors are weak and the motor is of a heavy construction. Electrical installation in this truck causes the most frequent trouble. The sparkplugs on a new truck with only 30,000 kilometers become dirty, and the Delco distribution system and the water pump wear rapidly.

9. After 70,000 - 80,000 kilometers, the bevel pinion of the main axle breaks during fast speeds. The universal joint has two drives which are crude and heavy, and the truck has no rollers in the bushings. The differential has small and large gears, and the teeth of the small gears and pinions break very often. The truck is equipped with mechanical brakes on the rear wheels only. These breaks are adjusted when the vehicle is empty, and therefore, when the truck is loaded the breaks do not hold.
10. The ZIS-105 ordinarily does not have any brakes. The poor and crudely constructed driver's cab deteriorates rapidly. However, the old ZIS-105 model is more durable than the ZIS-150 model.

ZIS-150 Truck

11. Although this truck is an improved model of the ZIS-105 truck, the drivers do not like it. Although the heavy motor in the truck is built of low quality materials, it is sturdy. It has 85-90 horsepower, and a piston size of 100.5 millimeters. After 45,000 - 50,000 kilometers, the motor requires a general overhaul. The universal has two heavy drv drives. On level ground, gas consumption is 55-60 per 100, and on hilly terrain, up to 70 per 100. The front support, on which the motor and the radiator are mounted, breaks down very frequently. The motor is difficult to start.

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12. The truck has five speeds forward and one reverse speed. After about 20,000 kilometers, the fifth speed begins to make a noise. The speed gear box is very heavy and is secured to the motor with four bolts. This causes the cover (hood) of the motor to break. The speed axle wears out after 30,000 to 40,000 kilometers.
13. The differential assembly is better than that of the ZIS-105 truck. However, since the rear springs do not have a central bolt and whenever the brackets of the springs do not hold, the springs wind and the differential unit wears rapidly.
14. The truck has good air brakes with double cylinder air-compressors which do not hold more than seven atmospheres and which do not have any balancing screws.

GAS-51 Molotov Truck

15. Informant heard that this truck is light and better than the ZIS-150 and the ZIS-105 trucks but that it does not have a long life of service. All of the Molotov trucks, which had been issued to state enterprises and cooperatives, were requisitioned by the Army in exchange for various models of the ZIS trucks.

Moskva Motor Bike

16. The Moskva Motor Bike is an exact copy of the German DKW-125 (cubic centimeters). It is built of very poor quality materials and does not last for more than 5,000 to 10,000 kilometers, after which it is so completely worn that it is not worthwhile to have it repaired.
17. Many of these motor bikes were imported during the years 1949 to 1952. Now, most of these motorbikes have been stored in the "Otpadutsi" State Commercial Enterprise warehouse in Sofia and are sold by the kilogram (sic). The blocks of the motors are used for casting pistons.

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18. A small number of the IZhS motorcycles has been imported for the TKZS's and MTS's in Bulgaria. These motorcycles are exact copies of the German DKW-250 motorcycles. They are sturdier than the Moskva motorbikes.

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Transportation Courts

19. Informant states that the transportation courts in the large cities together with the Trade Union of Transport Workers handle offences related solely to transportation and to trade union members.
20. The transportation court has a public prosecutor, court jurists, and several non-jurists, who are the representatives of the trade union.
21. Transportation workers charged with violations were arrested by the militia and were interrogated. Then, they were sent to the transportation court, where without much ado, they were sentenced within two weeks after the crime. The sentences could be appealed.
22. there is a special law, since the transportation court had handed down sentences for those who were accused of disobedience to the KAT (Automobile Transportation Control) organs, of slow repair of vehicles, and of negligence resulting in damages.

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Automobile Transportation in Bulgaria

23. All Bulgarian private trucks (of which there are about 3,500) of various capacities and models are organized into one SOAT (Soyuz na Obshtiya Avtomobilen Transport; General Auto Transportation Union) which has its branch offices in the larger cities. These branch offices plan transportation and dispatch vehicles to the required places.
24. Each month, truck owners receive a plan to be fulfilled. Truck owners and drivers are not permitted to dispose of the trucks or to haul freight for their personal benefit. Freight owners pay the cost of transportation to SOAT branches who, after making deduction for taxes and administrative expenses, pay their drivers on a monthly basis.
25. If a truck is damaged, its owner applies to the SOAT branch administrator, a Communist, for a letter stating the place and the date on which the truck must be repaired. Both the owner of the truck and the mechanic are responsible if the truck is not repaired within the specified time.
26. SOAT has organized its own assembly (repair) shops. However, some of the trucks are still repaired by automobile repair cooperatives or by private mechanics. 25X1
27. The truck owners who did not fulfill the plan are sent before the transportation court or else their trucks are sent to places with difficult and heavy roads. This wears the trucks rapidly without bringing any income to the owners.
28. If a truck remains in repair or if it does not operate for six months, it is confiscated by the state and its owner is sent before the transportation court for not taking care of state property.
29. All SOAT trucks are extremely worn and lack spare parts. The tires on the trucks are of a poor quality. Tires, recently manufactured by the "Georgi Dimitrov" (formerly Bakish) Plant, crack in many instances after 300-400 kilometers of service, and the breaks usually occur near the rim of the wheel. The average life of a tire on a Bulgarian vehicle is from 4,000 to 8,000 kilometers. Informant had heard that Bulgarian tires had lasted as long as 15,000 kilometers. Soviet tires, manufactured by the "Yaroslav" Rubber Combine have lasted from 15,000 to 20,000 kilometers. The SOAT vehicles are still in use only because of the personal interest, initiative, and their maintenance by the owners. 25X1
30. Up to April 1952, the state withheld 30 percent of the turnover for taxes, but after 1 May 1952, the state retained 54 percent. This caused great indignation among the drivers who, as a result of this, formed transportation strikes in Velingrad, Sofia, Plovdiv, and several other SOAT branches. Quick action of the militia and the regime prevented the extension of this dissatisfaction of the drivers. The workers were paid normal wages without delay.
31. Since some of the administrators of the SOAT branches had sympathized with the drivers against the increase of taxes, they were dismissed, and Party members were assigned to their positions. The drivers were extremely dissatisfied with SOAT and especially with SOAT branch administrators who protected the interests of the state and not those of the owners. Much favoritism was shown, and Party chauffeurs were sent on easy jobs and received spare parts, tires, etc. without delay. A truck owner in the SOAT can not sell his vehicle to the TKZS or to any other state enterprise, but only to another chauffeur in the SOAT. All the vehicles must be insured.
32. All the vehicles must pass an annual inspection conducted by military and militia organs. Despite this, every branch office has militia organs which maintain inspection on the maintenance of the vehicle and on the observance of the militia regulations for driving. The SOAT Central Administration is located in Sofia.

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Auto Transportation Management

33. The UAT (Upravlenie na Avtomobilniya Transport; Auto Transportation Management) has its main offices in Sofia. Its branch offices are located in the larger cities and on projects requiring permanent motor transportation, such as timber, mining, and other projects.

34. UAT vehicles were imported by the state after 1947. [redacted] the following models are in UAT possession:

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- a. Skoda - 120 horsepower, 7-ton;
- b. Praha - 3-ton;
- c. Chepel - 4-ton (probably Hungarian);
- d. ZIS-105 - 80 horsepower, 3-ton;
- e. SIA-150 - 90 horsepower, 4-ton; and
- f. A small number of Soviet diesel MAS vehicles.

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These vehicles are driven by employed drivers. The large projects use two drivers for each vehicle which operates in two shifts.

35. Since the drivers are paid according to the number of kilometer-tons transported, they try to cover many kilometers and work from 12 to 16 hours daily. As soon as one driver stops the other one gets into the truck. Thus, the truck motor wears very rapidly. The trucks are transferred from one project to another with their drivers. Normally, a new truck requires motor repair every 3-4 months.

36. Minor repairs of trucks are made in the UAT branch repair workshops and major repairs are made in the automobile repair plants in Sofia and Plovdiv. The automobile repair plants do not give good quality repairs, because they lack the necessary spare parts. Since the spare parts are not imported from the USSR for the Soviet trucks, they must be made in Bulgaria. The automobile plants do not have good skilled specialists because they do not pay the necessary wages.

37. The automobile repair plants repair only the ZIS-105, ZIS-150, and GAS trucks. Recently it was said that Praha trucks were repaired also.

38. The UAT branches repair passenger vehicles in places which do not have any railroad transportation. Since there are not many passenger vehicles, trucks are used for transporting passengers. There are very few passenger vehicles and they are used only for transportation between the villages.

39. Generally speaking, there are not enough UAT trucks for the needs of the state. Therefore, they have to be used for double duty, for frequent transfers from project to project, and they are usually overloaded. These conditions and poor maintenance have greatly shortened the life of the imported trucks.

40. [redacted] labor discipline in the UAT is not on a sufficiently high level because of poor wages, small possibility of controlling the drivers, and threats from the transportation court. Many of the UAT drivers who formerly were truck owners or who had worked under better conditions as private drivers have become anti-Communists.

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Internal City Transportation

41. All SOAT and UAT small trucks were left in the cities for the hauling of goods, vegetables, etc. These trucks are under the supervision of the militia which has the authority to use all state and private vehicles at any time anywhere as it may deem necessary. Each driver who operates these trucks must give his name and address to the militia, and if he wants to leave the city, he must receive permission for this from the nearest militia post.

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Automobile Transportation Control

42. The KAT (Automobile Transportation Control), an entirely independent section of the militia, is charged with the administration and the control of automobile transportation in Bulgaria.
43. Uniformed militia junior or senior lieutenants who drive motorcycles or automobiles on the highways, inspect documents, the condition of motor vehicles including tires, motor, brakes, etc., and the observance of militia traffic rules.
44. The Sofia KAT branch office has a special group of civilian controllers who are assigned to work projects in Bulgaria.

 Comment: Very probably what is intended is that the ZIS-105 truck consumed 55-60 liters of gasoline per 100 kilometers (approximately four miles to the gallon).

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